

AMENDMENTS TO THE CLAIMS

This Listing of Claims will replace all prior versions and listing of claims in the application. No new matter has been added.

Listing of Claims:

1. (Currently amended) An exhaust assembly for a marine genset, the exhaust assembly comprising:
 - a exhaust manifold configured to emit cooling water and exhaust gases from a combustion engine; and
 - a sound-dampening device configured to be coupled between the exhaust manifold and a muffler, the sound-dampening device including a tubular member having an inner diameter and two or more distinct rings located on the inner diameter of the tubular member; each of the rings ~~being defined by two spaced-apart radially inwardly projecting walls~~ having surfaces positioned substantially perpendicular to a flow of the cooling water and exhaust gases; each of the rings having a generally circular inner surface exposed directly to an exhaust gas passageway in the tubular member, the inner surface of each of the rings having a substantially uniform inner diameter which defines an opening therethrough, wherein the opening is unobstructed, the ~~rings radially inwardly projecting walls~~ constricting the passageway which causes mixing of the cooling water with the exhaust gases to reduce noise generated by the combustion engine.
2. (Canceled).
3. (Previously presented) The exhaust assembly of claim 1, wherein the tubular member is flexible and is configured to be connected between the exhaust manifold and directly to the muffler, each ring having an outer diameter the same as the inner diameter of the tubular member and an inner diameter smaller than the inner diameter of the tubular member.

4. (Previously presented) The exhaust assembly of claim 1, wherein the tubular member is rigid and is connectable between the exhaust manifold and an exhaust hose connected to the muffler, each ring having an outer diameter the same as the inner diameter of the tubular member and an inner diameter smaller than the inner diameter of the tubular member.

5. (Canceled).

6. (Currently amended) An exhaust apparatus for a marine genset, comprising: a flexible exhaust tubular member configured to be connected between an exhaust manifold of a combustion engine and a muffler, the flexible exhaust tubular member having an inner diameter; and

two or more distinct rings located on the inner diameter of the flexible exhaust tubular member, each of the rings being defined by two spaced apart radially inwardly projecting walls having surfaces positioned substantially perpendicular to a flow of cooling water and exhaust gases emitted from a combustion engine, each of the rings having an outer diameter the same as the inner diameter of the flexible exhaust tubular member and a generally circular inner surface having a substantially uniform inner diameter that defines an opening therethrough, wherein the opening is unobstructed, each of the inner surfaces of the rings being exposed directly to an exhaust gas passageway in the exhaust tubular member, the radially inwardly projecting walls constricting the passageway which causes mixing of cooling water with exhaust gases to reduce noise generated by the combustion engine[[],]

~~the inner diameter of each of the rings being sized to be at least 25% smaller than the inner diameter of the flexible exhaust tubular member to provide additional constriction of the exhaust gas passageway.~~

7. (Previously presented) The exhaust apparatus of claim 6, wherein the two or more rings are evenly spaced about 4-1/2 inches apart from each other along a length of the flexible exhaust tubular member.

8. (Previously presented) The exhaust apparatus of claim 6, wherein the flexible exhaust tubular member has an outer diameter of about 2 inches.
9. (Canceled).
10. (Previously presented) The exhaust apparatus of claim 6, wherein the length of the flexible exhaust tubular member is about 6 feet or less.
11. (Currently amended) An exhaust apparatus for a marine genset, comprising:
a rigid tubular member having a first end connectable to an exhaust outlet of a combustion engine, the tubular member including an inner diameter, the inner diameter having at least two distinct rings mounted thereto, each of the rings being defined by two spaced apart radially inwardly projecting walls having surfaces positioned substantially perpendicular to a flow of cooling water and exhaust gases emitted from a combustion engine, each of the rings having an outer diameter the same as the inner diameter of the tubular member and a substantially uniform inner diameter that defines an opening therethrough, wherein the opening is unobstructed, each of the rings having a generally circular inner surface being exposed directly to an exhaust gas passageway in the tubular member, the rings radially inwardly projecting walls constricting the passageway which causes mixing of cooling water with exhaust gases to reduce noise generated by the combustion engine[.][.]
the inner diameter of each of the rings being sized to be at least 25% smaller than the inner diameter of the rigid tubular member to provide additional constriction of the exhaust gas passageway.
12. (Previously presented) The exhaust apparatus of claim 11, wherein the tubular member is a rigid metal pipe.
13. (Previously presented) The exhaust apparatus of claim 11, wherein a second end

of the tubular member is connectable to a flexible marine exhaust hose.

14. (Previously presented) The exhaust apparatus of claim 11, wherein the tubular member includes a first ring mounted to the first end of the tubular member and a second ring mounted to a second end of the tubular member, the first ring and the second ring being 4 to 5 inches apart.

15. (Previously presented) The exhaust apparatus of claim 11, wherein the tubular member and the rings are stainless steel.

16. (Canceled).

17. (Currently amended) An exhaust system for a marine genset, the exhaust assembly comprising:

a combustion engine having an exhaust to emit cooling water and exhaust gases;
a muffler;
a water separator;
an exhaust hose connecting the exhaust and the muffler; and
an exhaust tubular member positioned between the exhaust and the exhaust hose, the tubular member having an inner diameter and two or more distinct rings located on the inner diameter; each of the rings ~~being defined by two spaced apart radially inwardly projecting walls~~ having surfaces positioned substantially perpendicular to a flow of the cooling water and exhaust, each of the rings having an outer diameter the same as the inner diameter of the tubular member and a substantially uniform inner diameter that defines an opening therethrough, wherein the opening is unobstructed, each of the rings having a generally circular inner surface positioned to face an exhaust gas passageway in the tubular member, the ~~rings radially inwardly projecting walls~~ constricting the passageway which causes mixing of the cooling water with the exhaust gases to reduce noise generated by the combustion engine[.]

~~the inner diameter of each of the rings being sized to be at least 25% smaller than the inner diameter of the tubular member to provide additional constriction of the exhaust gas passageway.~~

18. (Previously presented) The exhaust system of claim 17, wherein the exhaust tubular member includes a first ring mounted to a first end of the tubular member and a second ring mounted to a second end opposite to the first end of the tubular member, the first ring and the second ring being 4 to 5 inches apart.

19. (Previously presented) The exhaust assembly of claim 3, wherein the two or more rings are evenly spaced about 4-1/2 inches apart from each other along a length of the flexible tubular member.

20. (Previously presented) The exhaust assembly of claim 4, wherein the rigid tubular member includes a first ring mounted to the first end of the rigid tubular member and a second ring mounted to a second end of the rigid tubular member, the first ring and the second ring being 4 to 5 inches apart.

21. (Previously presented) The exhaust assembly of claim 1, wherein the two or more rings located on the inner diameter of the tubular member, comprises two rings located at opposite ends of the tubular member.

22. (Canceled)

23. (Previously presented) The exhaust assembly of claim 1, wherein each ring is in a plane perpendicular to the length of the tubular member.

24. (Previously presented) The exhaust system of claim 17, wherein each ring is in a plane perpendicular to the length of the tubular member.

25. (Previously presented) The exhaust assembly of claim 1, wherein each ring located on the inner diameter of the tubular member is a closed ring.
26. (Previously presented) The exhaust assembly of claim 11, wherein each ring is in a plane perpendicular to the length of the tubular member.
27. (Previously presented) The exhaust assembly of claim 1, wherein each ring has an uninterrupted inner diameter.
28. (Currently amended) The exhaust assembly of claim 1, wherein the inner diameter of each of the rings is being sized to be at least 25% to 50% smaller than the inner diameter of the tubular member to provide additional constriction of the exhaust gas passageway.
29. (New) The exhaust assembly of claim 6, wherein the inner diameter of each of the rings is sized to be 25% to 50% smaller than the inner diameter of the flexible exhaust tubular member to provide constriction of the exhaust gas passageway.
30. (New) The exhaust assembly of claim 11, wherein the inner diameter of each of the rings is sized to be 25% to 50% smaller than the inner diameter of the rigid tubular member to provide constriction of the exhaust gas passageway.
31. (New) The exhaust assembly of claim 17, wherein the inner diameter of each of the rings is sized to be 25% to 50% smaller than the inner diameter of the tubular member to provide constriction of the exhaust gas passageway.